

Instructions for Use

Acceptable Deferred Faults Log - MOD Form 704

Acceptable Deferred Husbandry Log - MOD Form 704A

TAA-Granted Concessions - MOD Form 704D

List of Modifications and Service Issued Instructions with Maintenance or Configuration Implications - MOD Form 704E

Acceptable Deferred Faults (ADF) Log - MOD Form 704 (See MAM-P, Chapter 4.8)

1. An Acceptable Deferred Fault (ADF) is defined as a fault, which is acceptable for further flight without limitation, for which an authorized person has deferred remedial action.
2. There are occasions when it is not possible to complete a Maintenance task before an Aircraft is required for flight. Alternatively it is sometimes more efficient to carry out a Maintenance task at the same time as other work, such as scheduled Maintenance. In such cases, suitably authorized personnel may defer Maintenance, if it is considered to be justifiable and safe to do so.
3. A person holding auth MAMP-G703, authorized by an authority level J, may defer the Maintenance, by declaring the fault/damage acceptable for further flight without limitation and raising an entry in the ADF log. (See **Note 1**).
4. **Recording an ADF Entry.** Before signing the 'Supervisor' block of the appropriate MOD Form 707 series, the person authorizing the ADF is to ensure that:
 - a. The specified period of deferment is appropriate and the minimum necessary. Where the deferment is for spares inability the period of deferment should not exceed 28 days unless the spares delivery date is already known.
 - b. The entry has been copied verbatim from the associated MOD Form 707 series.
 - c. The associated MOD Form 707 series reference, date and airframe hours of the original entry are entered into the 'Orig SNOW', 'Original Date' and 'Airframe Hours' blocks.
 - d. When applicable, the main item Part Number, NATO Stock Number (NSN) and Demand No are inserted into the appropriate blocks.
 - e. Where necessary, the appropriate repair instruction request reference has been recorded as part of the text entry.
 - f. The specific period for which the Corrective Maintenance has been deferred is entered in the first 'Deferred Until' block.
 - g. The name of the person authorizing the deferment has been printed, in the first 'Print Name of Person Authorizing Deferment' block.
 - h. If the cause of the ADF is such that it requires periodic examination, the frequency and type of examination has been entered in the appropriate MOD Form 721, 727C or 705(SSR).
 - i. **For Maintenance Data System (MDS) reporting units only.** The 'MDS' block has been annotated to indicate if the symptom/work done before deferment was MDS reportable.
5. Where a demand has been satisfied, but the work not yet undertaken, the unit name where the item is being held in safe custody is to be inserted in the applicable 'Holding Unit' block.
6. **Extending the Period of Deferment.** Before signing the 'Supervisor' block of the appropriate MOD Form 707 series, the person authorizing the extension to the period of deferment of the ADF is to ensure that:
 - a. The specified period of deferment is appropriate and the minimum necessary.
 - b. Details of the entry from the MOD Form 704 to the associated MOD Form 707 series, including a reference to the original MOD Form 707 series have been transferred correctly.
 - c. Where applicable, a new demand number has been entered in the second 'Demand No' block.
 - d. The new deferment period has been entered in the second 'Deferred Until' block and the first block has been ruled through.
 - e. The name of the person authorizing the new deferment period has been printed in the second 'Print Name of Person Authorizing Deferment' block and the first block has been ruled through. (See **Note 2**).

f. The new MOD Form 707 series reference and date have been recorded in the 'Last SNOW' and 'Last Date' blocks of the MOD Form 704. (See **Notes 3, 4 and 5**).

7. **Further Extending the Period of Deferment.** Before signing the 'Supervisor' block of the appropriate MOD Form 707 series, the person authorizing the further extension to the period of deferment of the ADF is to ensure that:

- a. The specified period of deferment is appropriate and the minimum necessary.
- b. Details are transferred from the MOD Form 704 to the appropriate MOD Form 707 series, including reference to the original MOD Form 707 series.
- c. The MOD Form 707 series reference and the name of the individual raising the MWO has been entered in the 'Clearance SNOW' block of the MOD Form 704.
- d. A new MOD Form 704 entry has been recorded as detailed in Paragraphs 4b-f and Paragraphs 6b-f.

8. **Clearing an Entry in the ADF Log.** To clear an ADF Log entry the authorized persons are to:

- a. Transfer details of the entry from the MOD Form 704 to the appropriate MOD Form 707 series.
- b. Ensure all work necessary to remove the fault has been carried out and certified.
- c. If applicable, delete any entries in the MOD Forms 721, 727C or 705(SSR).
- d. Enter the appropriate MOD Form 707 series reference which eliminated the fault in the 'Clearance SNOW' block of the MOD Form 704 and print their name. (See **Notes 6 and 7**).

Acceptable Deferred Husbandry (ADH) Log - MOD Form 704A

9. Husbandry is the control, care and Maintenance required to preserve the quality and integrity of an Aircraft throughout its life. Details of husbandry faults of a minor nature that cannot be rectified immediately, eg localized areas of finish requiring touch-up, superficial corrosion, specific areas requiring cleaning, missing or damaged leading edge tape and minor damage to Aircraft interior fittings and cockpit trim, etc, are to be recorded on the MOD Form 704A. Husbandry faults of this nature need not be entered initially on the MOD Form 707A.

10. It is for local management to determine entries that constitute an acceptable entry.

11. **Recording an entry in the MOD Form 704A.** An entry in the MOD Form 704A is raised as follows:

a. The person identifying the husbandry requirements is to complete columns (b), (c), (d) and (f) of the MOD Form 704A.

b. The person completing the 'Supervisor's Signature/Print Name' Block column (h) is to also complete columns (e) and (g) prior to clearance of the Aircraft for flight. (See **Note 8**).

12. **Clearing an entry in the MOD Form 704A.** An entry in the MOD Form 704A is to be cleared by:

- a. Transferring the entry to the appropriate MOD Form 707 series.
- b. Completing column (j) on the MOD Form 704A.

13. If required, local management may dictate the use of multiple MOD Form 704As. When multiple MOD Form 704As are used they are to be identified by a unique sheet number leader, eg Av1, Av2, etc, which may be further identified using the free text box on the MOD Form 704A.

TAA-Granted Concessions - MOD Form 704D (See Note 9)

14. Concessions are defined as either TAA approved variations from manufacturing or Maintenance specifications, or faults for which repairs have been assessed by the TAA as uneconomic or unnecessary and for which there is no specific time scale for rectification. Where a concession is granted against a fault that imposes a limitation on Aircraft operation, the MOD Form 703 is to be used.

15. The MOD Form 704D is a controlled form and its use is to be directed by the TAA and controlled using the MOD Form 713.

16. **Recording an entry in the MOD Form 704D.** An entry in the MOD Form 704D is raised as follows:

- a. If necessary, the entry in the ADF log is to be cleared as detailed in Paragraph 8.
- b. The MOD Form 707 series entry is to be cleared by recording the transfer to the MOD Form 704D, including the reference of the concession.
- c. The supervisor is to complete columns (a), (b), (c) and (d) of the MOD Form 704D, prior to clearance of the Aircraft for flight. (See **Note 10**).
- d. The supervisor is to complete column (e) with the concession backstop or enter N/A.

17. **Clearing an entry in the MOD Form 704D.** An entry in the MOD Form 704D is to be cleared by:

- a. Transferring the entry to the appropriate MOD Form 707 series.
- b. Completing column (f) on the MOD Form 704D.

List of Modifications and Service Issued Instructions with Maintenance or Configuration Implications - MOD Form 704E

18. As a local management aid, the MOD Form 704E may be used to record the embodiment of part or complete modifications and Service Issued Instructions which have no direct effect on the operation of the Aircraft. These may include fleet-wide embodiment of a modification's fixed fittings only, or to identify specifically configured Aircraft eg, fitted with a specific type of gauge or switch. The form is not a controlled form and its use in the MOD Form 700C will be directed by the TAA via the MOD Form 799/1(Aircraft type).

19. **Recording an entry in the MOD Form 704E.** An entry in the MOD Form 704E is raised as follows:

- a. Complete columns (a), (b) and (c) of the MOD Form 704E.
- b. For complete embodiment of a modification, column (d) should be annotated "**Fully Embodied**", otherwise an unambiguous reference to the part-embodiment should be included in column (d) eg, "**Part 1 Fittings**" or "**Fixed Fittings Only**".

20. **Clearing an entry in the MOD Form 704E.** An entry in the MOD Form 704E is to be cleared by:

- a. Transferring the entry to the appropriate MOD Form 707 series.
- b. Completing column (e) on the MOD Form 704E.

Notes:

1. Where a Logistics Information System (LIS) is used to create and amend the ADF Log, it is to be carried out in accordance with the relevant instructions for use for the LIS.
2. If the MOD Form 704 Acceptable Deferred Faults Log is generated by either GOLDesp or LITS, there no requirement to rule through the first block when extending the period of deferment.
3. When remedial actions affect the details of the original MOD Form 704 entry, the original entry is to be cleared in accordance with Paragraph 8 and a new entry recorded in accordance with Paragraph 4.
4. For MDS reporting units only. Where remedial action has been attempted, a MWO is to be raised using work type 01 or work type 05 as indicated by the 'MDS' block.
5. For RAF MDS reporting units only. Where no remedial action has been attempted, a MWO is to be raised using work type 01.

6. An entry may also be cleared for MOD Form 700C husbandry reasons as described in MOD Form 799/1.

7. Paragraphs b-c may only be carried out by the MWO Co-ordinator.

8. The person completing columns (e), (g) and (h) is to be:

- a. **Army:** An authorized person.
- b. **RAF:** A SNCO, or above, or a JNCO who holds MAMP-E516 (Certify in MOD Form 700/Technical Log that an Air System is ready for flight) authorization.

9. A Concession may be recorded as a Sanction on a LIS, in this instance the GOLDesp produced format MOD Format 704D may be used.

10. MOD Form 704Ds that are filled out by TAAs for platforms about to enter service, but are still under control by the manufacturer, do not require an "Originating SNOW + Date" reference and may put "N/A" in the box instead of a SNOW.